

MANAGED LANES SYSTEM PLAN

Stakeholder Briefing
February 25, 2008



- Why Managed Lanes?
- Study Goals
- Study Overview
- Status of the Study
- Stakeholder Role
- Understanding Risk
- Critical Challenges
- Next Steps



FUNDING TRANSPORTATION

- Georgia faces a \$7.7 billion transportation funding shortfall over the next six years
- Georgia's Statewide Transportation Plan has identified \$160b in transportation needs, is expected to have \$86b in available funds, leaving a \$74b funding gap through 2035
- Georgia is unable to continue the model of building General Purpose lanes on the urban interstates to accommodate future demand
- Managed Lanes are one solution – they guarantee mobility to a market share that is willing to pay

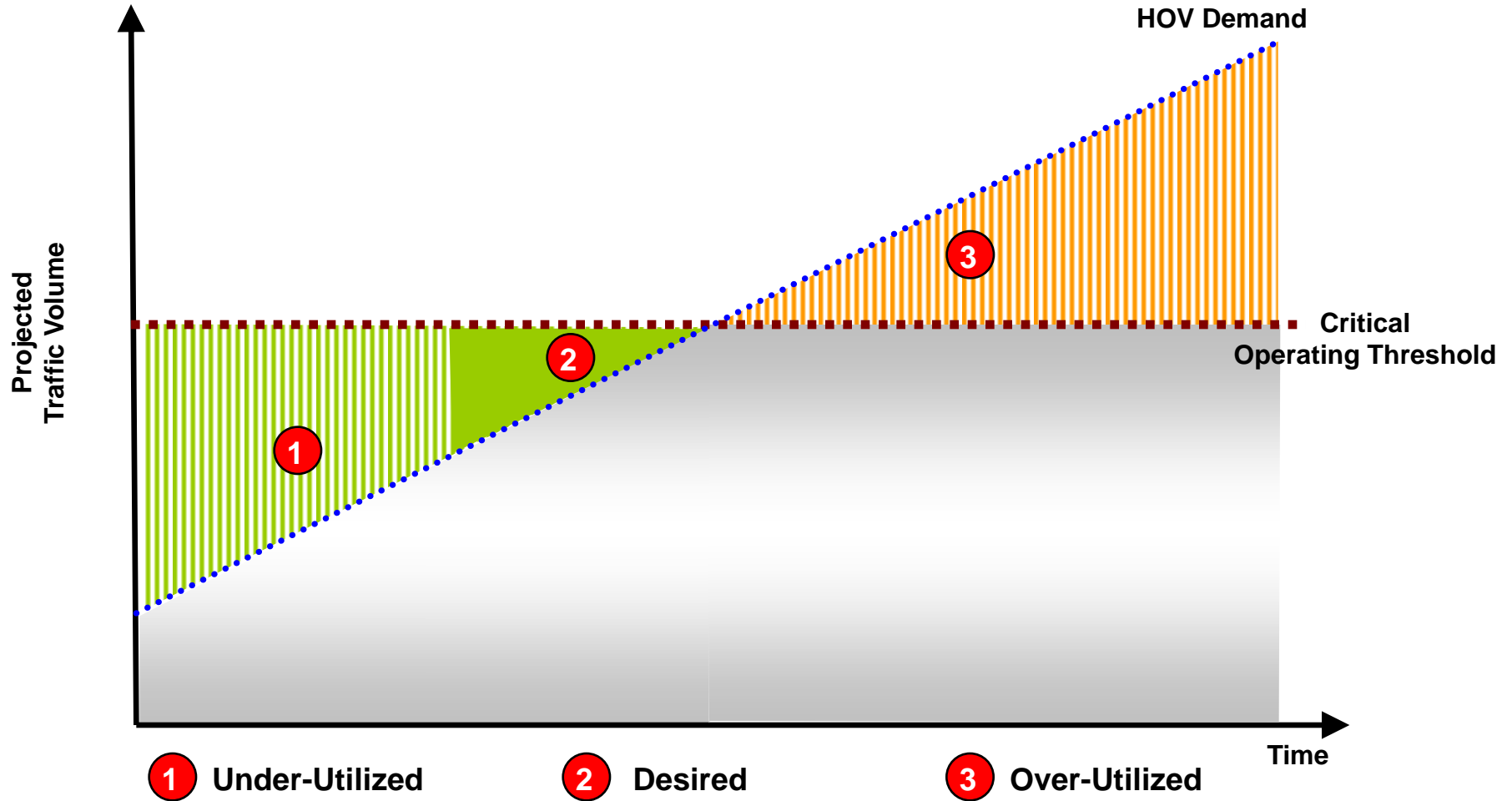


MANAGED LANES

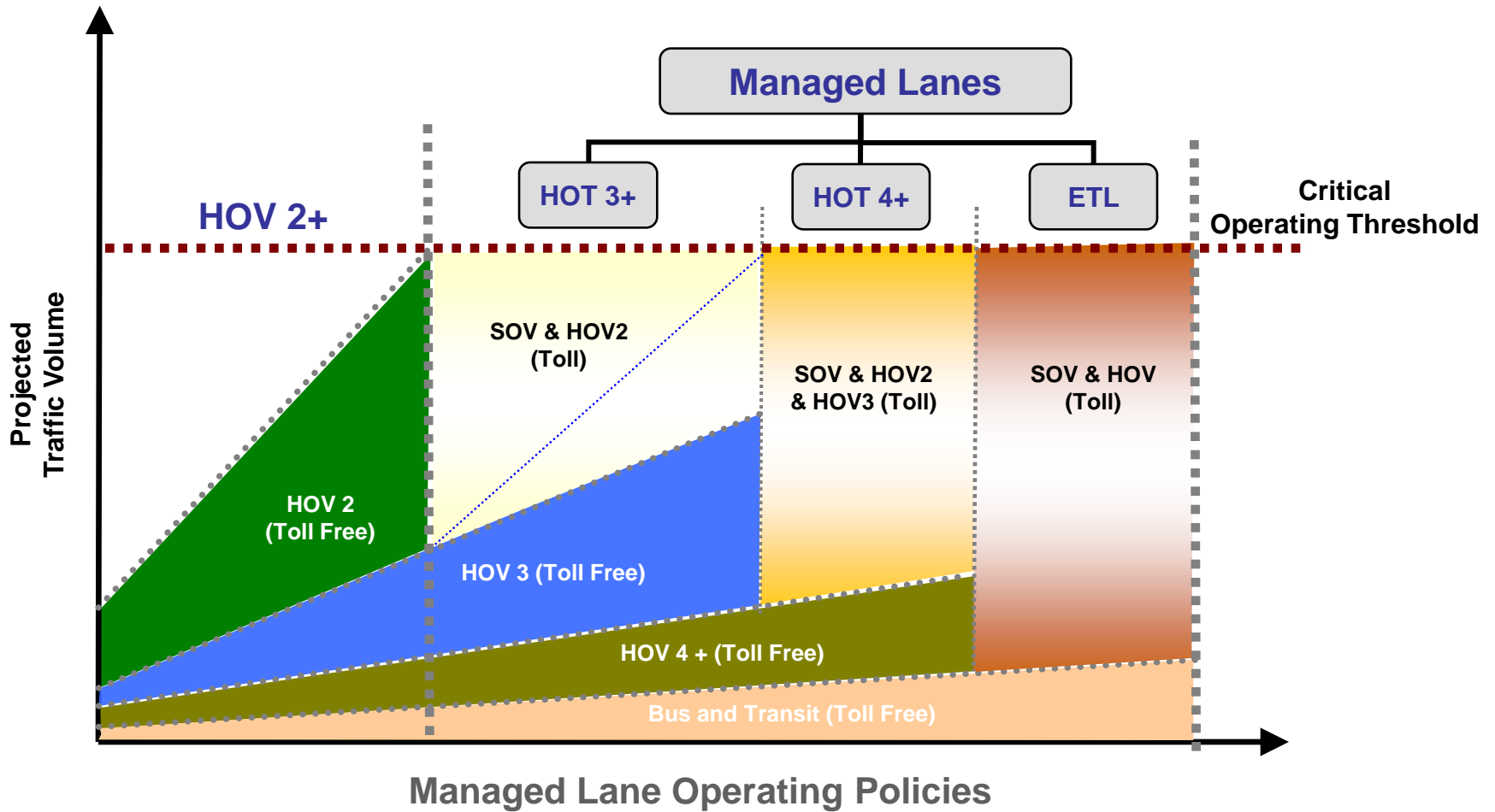
- Since the completion of GDOT's *HOV Strategic Implementation Plan for the Atlanta Region* study, Managed Lanes have become a more general term for active lane management. HOV lanes are simply a subset of a broader range of managed lane forms.
- Examples of active lane management strategies are:
 - Pricing
 - Eligibility (vehicle type, occupancy, etc.)
 - *Access control*
- Examples of Managed Lanes are:
 - *High Occupancy Vehicle (HOV) lanes*
 - High Occupancy Toll (HOT) lanes
 - Express Toll Lanes (ETL)
 - Truck Only Lanes (TOL)
 - Truck Only Toll (TOT) lanes



EXISTING HOV LANES



MANAGED LANES



- “Next Generation” HOV Lanes
- Promotes efficient use of capacity
- Supports fast, convenient transit and other forms of ridesharing
- Consistent with SAFETEA-LU
- In general, not financially self sufficient
- Initial strategy is typically HOT Lanes
- Six operating facilities in the United States



GOALS OF THE STUDY

- Quantify the mobility benefits of managed lane investments
- Quantify the revenue potential of various managed lane investments
- Quantify the capital and operating cost of various managed lane investments
- Quantify the financial feasibility of various managed lane investments
- Develop a strategic plan of investment



STUDY OVERVIEW

- The Managed Lane System Plan (MLSP) will accomplish the following objectives:
 - Discuss Critical Policy Elements
 - Establish Goals for Managed Lane Investment at the Corridor and System Level
 - Determine Appropriate Lane Management Strategies
 - Establish Performance Measures
 - Evaluate at a Concept Level Traffic and Revenue Potential
 - Establish Preliminary Concepts and Costs
 - Establish Implementation Plan



STUDY OVERVIEW

- Phase I: Understand the Demand Profile for Managed Lane Investments
 - Data collection
 - Coordination with other studies
 - Understand global demand
- *Develop Corridor Resource Book*
- *Refined Travel Demand Model*



STUDY OVERVIEW

- Phase II: How will the demand for the managed lanes change with alternate investments and/or policy drivers
 - Exercise policy drivers
 - Exercise investment scenarios
- *Develop Candidate System and Priority*
- *Develop Corridor Investment Goals and Objectives*



STUDY OVERVIEW

- Phase III – Corridor Performance and System Prioritization
 - Traffic and Revenue Studies
 - Concept of Operations
 - Preliminary Schematics and Costs
 - Financial Feasibility Analysis
 - Strategic Implementation Plan
- *Financial Feasibility Assessment*
- *Strategic Implementation Plan*



STAKEHOLDER ROLE

- Review Work Progress
- Identify Areas of Interest or Concern
 - Policy
 - Feasibility
 - Implementation
- Help Understand and Establish Linkages to Other Planning Efforts and Processes
- Help Develop an Understanding of What is Required for Successful Implementation



UNDERSTANDING RISK

- Benchmark Investment
 - 2,3, or 2+2 lanes per direction
 - Barrier Separated
 - HOT, TOTv, Hybrid
- Developing a Risk Profile
 - Physical
 - Operational
 - Planning and Policy
 - Delivery and Financial



CRITICAL CHALLENGES

- Complex Discussion
- “Part” of the Region’s Overall Mobility Strategy
- Clearly Articulated Goals
- Extend the Planning Horizon
- Urgency vs. Consensus
- Proactive Position Relative to Innovative Project Delivery
- Future Transportation Funding



NEXT STEPS

- Complete Corridor Level Traffic Revenue
- Develop Analysis Framework for Risk Assessment
- Initiate Traffic and Revenue Primer
- Complete Assessment of Organizational and Institutional Arrangements



QUESTIONS

- Thanks!
- Next Meeting
 - Access Locations (Barrier and Buffer)
 - Managed Lane Strategies verses Objectives
 - Benchmark Traffic and Revenue

